

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 09/01/2004

ANC04LA032		02/10/2004		Toksook Bay, AK		Aircraft Reg No. N1276P		Time (Local): 16:52 AST			
Make/Model:		Cessna / 208B				Fatal		Serious		Minor/None	
Engine Make/Model:		Pratt & Whitney / PT6A-114A		Crew		0		0		1	
Aircraft Damage:		Substantial		Pass		0		0		6	
Number of Engines:		1									
Operating Certificate(s):		Commuter Air Carrier; On-demand Air Taxi									
Name of Carrier:		Grant Aviation Inc.									
Type of Flight Operation:		Scheduled; Domestic; Passenger Only									
Reg. Flight Conducted Under:		Part 135: Air Taxi & Commuter									
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Day			
Destination:		NEWTOK, AK				Weather Info Src:		Pilot			
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions			
Airport Name:		Toksook Bay				Lowest Ceiling:		None			
Runway Identification:		34				Visibility:		6.00 SM			
Runway Length/Width (Ft):		3200 / 60				Wind Dir/Speed:		070 / 015 Kts			
Runway Surface:		Gravel				Temperature (°C):		-1			
Runway Surface Condition:		Ice Covered; Snow--compacted				Obstr to Vision:		None			
						Precipitation:		None			
Pilot-in-Command		Age: 34				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft: 3800					
Commercial; Multi-engine Land; Single-engine Land						Last 90 Days: 230					
Instrument Ratings						Total Make/Model: 190					
Airplane						Total Instrument Time: 520					

The commercial certificated pilot was departing on a VFR scheduled commuter flight. The runway was 3,200 feet long and 60 feet wide, and the surface had areas of packed snow and ice. A right crosswind was estimated between 15 to 25 knots. About 300 feet after beginning the takeoff roll, between 30 to 50 knots airspeed, the airplane began to drift to the left, which the pilot was unable to correct. The airplane departed off the left side of the runway and nosed over. The airplane received damage to the wings, fuselage, and empennage. The maximum demonstrated crosswind velocity, takeoff or landing, is 20 knots.

Brief of Accident (Continued)

ANC04LA032				
File No. 15971	02/10/2004	Toksook Bay, AK	Aircraft Reg No. N1276P	Time (Local): 16:52 AST

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. CROSSWIND COMPONENT - EXCEEDED - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
5. (F) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

7. TERRAIN CONDITION - SNOW COVERED

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's inadequate planning and decision to initiate a takeoff into a crosswind that exceeded the airplane's demonstrated crosswind component, which resulted in a loss of directional control during the takeoff roll, and subsequent collision with terrain and nose over. Factors contributing to the accident were the crosswind, an icy runway, and the pilot's failure to abort the takeoff.